

Daily Edmonton Bulletin.

Vol. 2 EDMONTON, ALBERTA MONDAY, MAY 23RD, 1904 No 120

VLADI'S STOCK NEXT

Japanese Closely Investing the Northern Port

CLOSING THE GRIP ON PT. ARTHUR

Conflicting Stories From Different Sources as to the Destruction of the Bogatyr

Shanghai, May 22.—A report has reached here that the Japanese squadron investing Vladivostok yesterday began a vigorous bombardment of that port and under cover of the fire of the fleet, torpedo boats were sent in to destroy the stranded cruiser Bogatyr. Whether or not the attempt was successful is not known nor has any report been received of damage done by the Japanese shells. It is said the investment of Vladivostok is now closer than it has been at any time since the war began in order to frustrate an attempt said to be contemplated by Admiral Tuxen to escape and meet the Baltic Russian squadron when it starts east.

Chefoo, May 22.—From Chinese sources comes news of more hard fighting north of Port Arthur. These rumors say that the Japanese, heavily reinforced, are endeavoring to drive in the Russian outposts, and that several desperate charges on the Russian positions have been successfully made between Lenchu Tun and Ken Chow, both sides losing heavily. The Japanese artillery fire is said to be much more accurate and effective than that of the Russians. The Japanese infantry under the cover of the guns charge with desperate valor and are rarely repulsed. It is said that the Japanese force now in front of Port Arthur is not less than 40,000 men, plentifully supplied with both field and siege guns. They now hold positions strongly entrenched within fifteen miles of the port, it is said, and are drawing closer constantly. It is believed that they will be ready for the final assault within a week or two days.

London, May 21.—A dispatch to the Gazette from Kobe, Japan, dated today, after confirming the report of the stranding of the Russian cruiser Bogatyr in the roadstead near the entrance to the harbor at Vladivostok, says that the vessel was subsequently blown up by the Russians to prevent her falling into the hands of the Japanese.

Tokio, May 21.—The Japanese force which on Thursday was reported at Taku, on Friday evening surrounded and routed a force of Russian cavalry in the neighborhood of Wang Cheng Tung, seven miles north of Taku. The Russian force, which consisted of a squadron, lost many men killed and wounded, as well as one captured. The Japanese suffered no losses.

London, May 21.—A dispatch to the Japanese legation from Tokio says that Admiral Togo reported today as follows:—

"The gunboat squadron and the torpedo boat destroyer flotilla appeared for a short time before Port Arthur for the purpose of reconnoitering, which was successfully effected with little damage in spite of a hot cross fire from the forts. There were no casualties on our side."

SATURDAY'S FOOTBALL MATCH

Strathcona's football team came over on Saturday evening and played a practice game with the local team. The game was late in starting and darkness was coming on before it concluded. A terrific wind blowing from the northwest kept the ball near the east goal and about half the time over the side line. Football was practically impossible against the elements, though both teams played with remarkable will and staying power.

In the first half Strathcona had the benefit of the wind and kept the ball in the neighborhood of the Edmonton goal during the greater part of the half. The local team however stood off the enemy and the elements and saved their goal.

In the second half the wind lessened considerably, though continuing very strong and the game was more evenly balanced. Edmonton bent every exertion but in vain. The Strathcona defence played a great game and when the whistle blew neither team had scored.

PERSONAL

Mr. and Mrs. A. E. Potter and Nora left this morning for Toronto.

A. B. Cushing spent last week visiting the towns along the C. & E. in connection with the company's lumber business.

Mr. and Mrs. J. H. Morris reached Calgary last night on the return trip from Montreal and other eastern points. They are expected home tomorrow.



White Enamel and Brass Beds, Youths' Beds, and Children's Cribs. We are showing a larger range and better values than ever before. A very nice design—white enameled bed, brass trimmings at \$5.00. We have unloaded five cars of furniture since April 21st. You can depend on getting the latest styles, and the best values at

BLOWEY'S

Big Furniture Stores
Edmonton—Strathcona

Keep Out
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Get your screen doors and windows on NOW before the flies get into the house.

We have a splendid assortment of doors and windows, among which you will find something to suit you.

Screen Doors for \$1.25 up
Lawn Mowers of all Kinds
Rubber Hose and Garden Tools

John Sommerville
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LINOLEUM



Protect Your Floors
and Save Labor

Let us lay a nice Oilcloth or Linoleum on your Hall, Dining room or Kitchen.

We will lay the goods on your floors and guarantee satisfaction.

Housecleaning Time

Is again with us, and if you need a New Carpet or an odd piece of Furniture don't forget us.

McIntosh & Campbell
Fine Furniture and Carpets, Undertaking and Embalming.
Day Phone 111 Night Phone 238

THE WEATHER

Monday, May 23.

Maximum 57.

Minimum 29.

Noon 47.

Barometer 29.97.

Prepare for the 24th

Fireworks of
All Kinds

Flags of All Nations

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Head Office - TORONTO

W. T. WHITE - General Manager

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Capital and Reserve - \$1,320,000.00

Money to Loan on Improved Farm Property
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ever put in stock in the city. Get your screens now and be prepared for fly time. All common sizes in stock. Any special size or design made to order

Cushing Bros. Co.

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Edmonton, Strathcona, Calgary and Fort Saskatchewan.

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The Prettiest, Newest
Styles are Here

- At \$3.00 Colored strainer, stitched pleats to bust, size 32 to 38
 - 3.50 White china silk, tucks and Hemstitched strappings on body and sleeves
 - 3.75 Navy blue tansilne silk, nicely made, fine tuck and button trimmings
 - 4.00 Tansilne silk, white, pink sky red and black, white piping and button trimmings
 - 4.50 Black and white shepherd's plaid, a beautiful thing for summer wear
 - 5.00 White or black, clung insertion on body and sleeves
- A full line of Taffetas and peau de soie silk blouses in black
A large range of white muslin blouses at 75c to \$4.50

The Money Saving Store

J. H. Morris & Co.

Phone 22

Foot Comfort

Dr. Reid's Cushion Sole for Men in Velour Calf & Box Calf

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 Strictly in advance.

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Delivery by Post, per year, \$1.
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 Per inch, per month, \$1.
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 WANTS, LOST OR FOUND, 5 weeks.



MONDAY, MAY 23RD, 1904.

PARLIAMENT

Special Correspondence:

Are Professional Men Laborers

Friday's sitting of the House was occupied chiefly by an attempt on the part of the opposition to arouse hostility against the Grand Trunk Pacific and the government because of the alleged employment by the Grand Trunk Company, of a large proportion of engineers from the United States in making the preliminary surveys for the new line. Mr. Borden opened the question and then gave way to Clarke of Toronto, who, on the grounds of having once been a practical printer, poses to some extent as a representative of labor. Mr. Clarke in his most forceful manner declaimed against the attitude and inaction of the government and especially of the Minister of Labor, in permitting this outrage, as he called it, to continue. The Minister agreed with Mr. Clarke that it was most desirable that Canadian engineers be employed wherever practicable. He showed that he had communicated with the Grand Trunk people on the subject and had taken further action in bringing to Ottawa one of the engineers who claimed to be aggrieved, for the purpose of hearing the case at first hand. This, however, did not appease Mr. Clarke, who insisted that the rights of Canadian labor were being sacrificed and made an impassioned harangue on the injury being done to the Canadian workingman.

Later in the discussion it was pointed out that however much the rights of labor might or might not be infringed upon in other cases, in this particular case it was a professional and not a laboring class who were affected, and that the same men who were now so vociferously demanding protection, by what means they did not say, to this very estimable professional class, when this could be made the basis of an attack upon the Grand Trunk Pacific project, had not a word to say when the C.P.R. let the contract for every foot of their new lines in the Northwest Territory to a United States contracting firm, which necessarily would bring the large proportion of the more highly paid employees with them from the States. This view of the case rather dampened the ardor of the avowed champions of labor but they scored by spending another whole day without any progress being made towards the employment of anyone, either laboring or professional men, upon construction work on the Transcontinental railway.

Ottawa, May 14th, 1904.

Applauded in Court

The Times says one of the most interesting and sensational trials ever held in Wetaskiwin was held on Monday night by J.P.'s Hayes and Byers, when Col. Young was charged with wife beating. The first trial was packed. Conclusive evidence was given that the Colonel had cruelly beaten his wife and had endeavored to set her hair on fire. As this was the first offense, Mr. Hayes in giving the sentence severely reprimanded the prisoner and afterwards gave him the full penalty of the law, namely, six months' hard labor at Fort Saskatchewan and \$50 fine and if the fine was not paid, 6 months to be added to the sentence. Upon hearing this sentence, the crowd heartily applauded the J.P.'s showing that it was a popular one. As the prisoner was taken back to the barracks, the hisses and jeers from the crowd proved that excitement was at a high ebb, and had justice not been infused into the populace would, doubtless have taken a hand.

THE RIVER ROUTE

TO THE BRITISH COLONY

The Edmonton Commissioner of Immigration Points Out The Advantages of The Route.

Winnipeg Tribune: Chas. H. Stuart-Wade, F.R.G.S., F.R.H.S., the British Commissioner at Edmonton, is a guest at the Winnipeg hotel, and to a Tribune reporter who saw him yesterday said that a very large number of settlers were now coming into the district, and that a large party, numbering over 1,000, which left Liverpool on the 3rd of May, would arrive shortly. The prospects for crops this year are very bright, all the seedling having been finished in good time. The Legislative Assembly, town councils, Board of Trade and the Agricultural Association of Edmonton have combined in a memorial to the Dominion government for an experimental farm in Northern Alberta.

Mr. Wade in talking of the means of reaching Lloydminster about which there was so much discussion in the papers a short time ago, made the following statement:

"Since reaching the city my attention has been drawn to a letter, published in a Winnipeg paper over the signature of a Battledore man, complaining of misrepresentation regarding the Saskatoon route to Lloydminster. 'I do not object to any man supporting with all his energy what he considers to be the truth; but those who criticize without making themselves thoroughly conversant with the facts of their case should not complain if they in turn are subjected to a similar criticism. Our friend, had he confined himself to points within his own knowledge would probably have been unanswerable; but when he speaks learnedly on a route which he has evidently never travelled, he lays himself open, probably without cause, to the imputation that he is not entirely disinterested.

"My own position is simply that of a man who has travelled for several consecutive years in the wildest parts of the far north, and so is considered by his townspeople competent to advise settlers, and devise arrangements for their comfort and advantage. The town council of Edmonton accordingly appointed me as its special commissioner, after the Rev. J. E. Lloyd had accepted the Edmonton river route as being a satisfactory one; this Mr. Lloyd did after being furnished with every detail, as also the names of the men most competent to advise him on the subject.

"I unhesitatingly state that the Edmonton river route is not only a safe but an easy one also. Those who adopt a reputation of the terrible trials to which women and children were subjected last year—when they travelled the overland route via Saskatoon—can scarcely have any feeling of humanity left in them if they do so whilst knowing the facts concerning the alternative route to the British colony of Briannia. I believe they write this without knowledge, and therefore, give them full credit for honesty of purpose, but facts are stubborn and irrefragable. Hence the Edmonton route must eventually prove its superiority. Let me give a few facts.

"There is no absolute need to trek overland at all; as suggested by the letter to the Winnipeg paper, but if desirable the settler can go overland, and the trip has been made many times this spring by different individuals in from five to seven days with reasonable comfort. I have made a longer and a worse trip in less time, viz., that through Saddle Lake to Lac la Biche, so am competent to speak as to the reference made to Paradise crossing. Time, however, does not permit of detailed criticism, though I should like to speak fully on the question of 'expedited drainage on the Saskatoon route,' which is entirely contradicted by the evidence of those who have visited Edmonton this year.

The Lloydminster authorities advised the Edmonton river route solely after the 1st of May, and this, I fear, is the cause of so much being written against the settlers' interests, for every unprejudiced man, who has ever seen the Edmonton district knows perfectly well that he would select that route, were he carrying his wife and family, or a valuable cargo down to Lloydminster.

Let me briefly controvert some of the suggested troubles, as foreshadowed by our philanthropic friends on the other route.

"Lloydminster is but 200 miles from Edmonton; the goods are not hauled, as they are, but are actually built of well seasoned wood, and similar to those supplied the Hudson's Bay Co. for many years past, in which they

The Big Store

Always New Goods Arriving

Many beautiful lines of Merchandise are being added to our stock later than usual because of delay in transportation.

These we must push out, so we are making prices to do the clearing

See Our Ladies' Walking Skirts in black, navy and gray, at

\$2.25

A full assortment Penny and Carret Kid Gloves just received in black and all popular shades

A large lot of men's and boys' ample hats. These were purchased at a big discount and will be sold accordingly

See Dress Goods Counter for bargains in remnants.

We have Special Values in carpets, curtains, art squares, and rugs, Linoleums, Oil-cloths, Window Shades and other house furnishings

Our stock is very complete in every department. We feel sure we can interest you both in quality and price

McDougall & Secord

send down annually thousands of bags of flour, and every conceivable article of merchandise to Union Lake, a very short distance above Lloydminster. Having loaded these scows for the company for several years I know their worth, both for capacity, and also for seaworthiness, if I may be permitted to use the word.

"The land journey from the river is 12 miles only, not 60 miles as stated. The river is neither swift nor turbulent, and though river pilots are being sent down with passenger scows as a precautionary measure, they are not even necessary, as scores of men make the trip every year who have never been on it before! Surely this would be insanity on their part if (as stated) the dangers are so excessive! Men are coming in from every point seeking engagements as river men, and I have yet to learn that pilots are willing to risk their lives for a trip of only ten or twelve days absence from Edmonton, at a paltry \$2 or \$3 per day.

"I am glad to agree with the writer on one point, however, for he says it would be 'criminal to risk the lives of women and children on such a rushing torrent.' Luckily for the settlement, the writer's imagination carries him away with all the strength of a facile pen on this point, as it does also, in his estimate of the width of the river being two miles wide. He must have mistaken the Saskatchewan for the mighty Mackenzie!

"The writer states his 'facts will stand the strictest investigation.' Nothing will please the citizens of Edmonton and Strathcona, as well as everybody who feels any interest in the welfare of the country, than that the most critical study be made by those interested in colonization. So satisfied are those who have once used the river, that they invariably return year after year, and transport themselves and goods not merely to Fort Pitt, but to Battledore and Prince Albert — their only regret is that there is, at present, no steamer to bring them up the river.

"If the opponents of the Edmonton river route are so certain that disaster will follow, and that this route will never be adopted by the settlers, it is strange that we find such a virulent and bitter spirit shown in all letters emanating from the Saskatoon district. The writer proposes to wish for a 'candid and true statement of facts to be placed before the public,' but he himself does not actually, I fear, desire those facts unless they are in support of his own contention.

"Let us come to facts of recent date: John Ross & Co., of Edmonton, sent two scows down to Lloydminster a month since! Mr. Selgier took two down! Many have gone from Fort Saskatchewan and Edmonton with potatoes and general stores! Mr. Padden (the writer of a letter in the Saskatchewan Herald against the Edmonton route) has invariably taken his stock to trade down the river, and was expected to again start with Mr. Prince and others, on Saturday last, some 15

Continued on page 2.

FAIRVIEW NORTH EDMONTON

Why

Pay \$600 for a town lot when you can get a acre lot for \$200 or payment of \$25 down and easy terms for balance.

Why

Live in Cramped Space when you can have a large garden and plenty of room

Why

Pay City Taxes when you need only pay Country Taxes?

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COAL
 GET YOUR MILK FROM THE HAZELWOOD DAIRY
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 Leave Cash Orders With
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Nature's food, the tasty Canadian Breakfast Cereal is Orange Meat—of best Canadian

Wheat mixed by a special process with a special product which adds both flavor and nutriment.

Valuable Premiums With every 15c package comes a Coupon. Coupons sent to our address secure you free premiums of Heavy Plated Silverware. A fitting service for a perfect dish.

The FRONTENAC CEREAL CO., Ltd., 43 SCOTT ST., TORONTO



THE RIVER ROUTE

(Continued from page 2)

scows. A party of 24 settlers, left last Saturday week, and wired from Victoria, on Tuesday, that they had reached that point (see the map of the river) all well and gay!

"Another party of seventeen, who watched them start off but were undecided as to their destination, were so pleased with the situation, that they immediately arranged for transportation of themselves and cattle by scow to Lloydminster.

"S. Elson and party of 16, writes under date of May 12: 'From what we can see there appears no doubt that this is the better route, and certainly the easier. We have still to go down the river, but this appears to present no difficulties. Edmonton we like very much, and are well pleased with the arrangements made for us. Settlers will find no difficulties in supplying themselves with outfit at the right price.'

"The rest of the letter is personal, thanks for advice, etc.

Wm. H. Sutherland writes expressing thanks as follows: "We are looking forward to our trip down the river to-morrow, May 7. We are very thankful we decided to come this route instead of via Saskatoon." Mrs. Sutherland's brother entered by that route last year and advised them against it.

C. P. Klumbles, who went in via Saskatoon last year, writes: "I made the trek of 210 miles by land in about three weeks, having a rough time many a time we unloaded to get clear of mud holes. Horses and oxen were very much fatigued owing to scarcity of food and long journeys, etc. The transport organized via Edmonton now is at a reasonable rate, \$1 and a cent a pound for baggage; and is done in from 4-5 to 8 days, according to the flow of the river. At night tents are pitched and a good supply of water and fuel are at hand, etc. Should any one be in doubt, as to the best route, I fancy they need not hesitate to take the Edmonton and Saskatchewan river way, as the river is not a dangerous one."

"Mr. Klumbles has been over both routes several times, and took his wife and children down by scow, as well as all his household effects and stores.

"I do not think that I need say anything further, as you have now the clear, definite statement, that the trip is a safe one; and that an official has been appointed by the town council of Edmonton, to safeguard settlers, as well as to give them advice when needed."

The Innisfail Wreck

Concerning the wreck of Sunday on the C. & E. the Innisfail Free Lance says:

On Sunday afternoon a special train of settlers and their effects and a quantity of miscellaneous freight ran off the track about two miles north of Innisfail. The first car to leave the rails was one loaded with lumber, and it was followed by a car of shingles, three coal cars and the car of passenger and baggage car, the passenger coach at the rear remaining on the rails.

The bulk of the train, drawn by two engines, was in front of the break, and it shot ahead a distance of 700 feet before stopping. The derailed portion ploughed through the sand and lumber for several bar lengths, the lumber car leaving the trucks and sailing through the air a full car length before it struck the ground, when it turned turtle in the ditch. The next car, loaded with shingles, went off on the same side of the track and half upset. The coal cars were left in various positions and the rear trucks of the baggage car remained on the track.

Where the lumber car left the tracks was an indescribable mass of broken ties, trucks, axles and rails, some of the latter being twisted in a surprising way. The wreckage was piled up on both sides of the track, some of it half embedded in the roadbed, altogether presenting a scene seldom witnessed before.

It seems almost a miracle that no one was seriously injured. The baggage man was thrown from one end of his car to the other, but sustained only a slight cut on the arm. A child in the passenger coach was thrown against a seat by the sudden stoppage, but was very slightly injured. In one of the coal cars was a young man taking a free ride. He was considerably dazed around but received no injury. Section men at once set to work repairing the damage, and about 9 p.m. the wrecking crew arrived from Calgary. All night long the workers toiled, and by noon Monday the track was sufficiently clear to allow the north-bound express to pass.

Hundreds of people visited the scene Sunday afternoon and evening, many remaining until morning to watch the work of clearing the track.

The roadbed was badly damaged for about a quarter of a mile and the damage to rolling stock was considerable.

One of the damaged freight cars, while being placed on the siding, jumped the track again, but was replaced without much trouble.

LEDUC NEWS

From the Record:

Mr. Chas. H. Olin, the Government bridge builder, with his party, left here yesterday to commence building two bridges, one over the White Mud creek and another over the Eight Mile creek on the blind line west. If the material arrives on time, which is ordered from British Columbia, Mr. Olin will build two other bridges, one over Cass Creek and another over Weed creek, but if the material does not arrive before the first two bridges are completed, which will take probably three weeks, he will have to go elsewhere, and return later in the summer. All three bridges are badly needed, and it is satisfactory to note that we are not entirely forgotten by the Department. The bridge over the Black Mud also needs attention, and we trust Mr. Olin will have instructions to take it in hand before he leaves, as there are a number of settlers out that way who find it difficult to get to Leduc.

On Tuesday a man who gives his name as A. Evenson reached here per wheel from Edmonton, and had posters printed with us notifying all and sundry that he would speak in Telford Hall the following night, on "Prohibition." It transpired that no one turned up, which is scarcely to be wondered at for more reasons than one. We would advise printers and others who may have dealings with the gentleman aforesaid to get their cash in advance, not that we are particularly sore at the loss of the cost of printing a few posters, but we decidedly object to a man going out of his way to lie to us with the express intention to deceive. We could say more, but conclude this will be sufficient warning for our readers to guard against fraud.

The grader which left Winnipeg more than a week since is daily expected, and anxiously looked for. Among other roads to be attended to is the one to the Packing Co.'s establishment. A road there is badly needed, and our overseer has promised a well graded one 40 feet wide, so that farmers who have hogs for the Packing Co., or cream for the creamery may be sure of no difficulty in that direction.

WESTERN FAIRS

Austin, fair, Oct. 6, and sports July 1.
Brandon, fair, Aug. 9-12.
Battleford, fair, first week in October; race meeting in August.
Birtle, fair, Sept. 29.
Calgary, fair, July 6-7-8.
Crystal City, sports, June 22.
Edmo., fair, Sept. 22-23; sports July 1.
Edmonton, fair, June 29, July 1-2.
Fairmead, fair, Aug. 13; sports on July 1.
Gladstone, fair, Oct. 6.
Grenfell, fair, Aug. 12; sports, May 24.
Indian Head, turf club, July 1.
Killarney, fair, July 19, 20, 21.
Lacombe, fair, Aug. 20; horse races, July 1.
Lethbridge, fair, Aug. 15.
Moore Jaw, fair, Aug. 5-8.
Mantou, fair, Aug. 11-12.
Morden, fair, July 21-22; sports May 24.
Medicine Hat, fair, Oct. 1-2.
Minnedosa, fair, July 21-22.
Morris, fair, July 6-7.
Minto, fair, July 4.
Moosomin, fair, Aug. 9; sports, July 1 and 12.
Red Deer, sports, May 24 and July 1; fair, date not fixed.
Virden, fair, not fixed.
Wawanesa, fair, July 6; races, May 29.
Wapella, fair, Aug. 11.
Yorkton, fair, July 19-20.

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Cement, Lime, Lath.

Wholesale and Retail.
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Fancy Groceries

We wish to emphasize the fact that our stock of strictly high grade Groceries includes everything the house-keeper could wish for--Teas and Coffees, Pickles and Relishes, Canned Goods of the choicest Brands in Fruits, Vegetables, Meats, Fish, etc., at very best prices.

Boots and Shoes

Our Boot and Shoe Department is now complete and we have a full range of everything required in footwear.

We have several lines of Ladies' and Gents' Boots that were purchased after we bought our regular spring stock. We had all we intended to buy for this season on order, but the styles were so dressy and the values so good we could not afford to be without them. Call and see our values.

In Hardware WE LEAD

There is no Firm in this Great West that carries so complete an assortment of up-to-date Hardware. Just now we wish to call your attention to

Garden Tools

Are you going to make a garden? If so, buy your tools from us and then you can work with a greater amount of satisfaction.

Are you going to house clean or paint? We have everything you will require. Wall finishes in every shade. Paints, all colors, red dy mixed for the brush, with a large variety of brushes suited to every class of Painting or Kalsomining. Any man, woman or boy can do a nice job of painting with our paints, as the colors are all true to sample and thoroughly mixed.

A large consignment of Bluestone just received.

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